Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-1-34

Name: 10014/ MD 28 over Turcarora Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X____ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

MARYLAND INVENTORY OF HISTORIC PROPERTIES **MHT NO. F-1-34**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 10014

LOCATION
Road Name and Number: MD 28 over Tuscarora Creek
City/Town: Point of Rocks X vicinity
County: Frederick

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
___ NR listed district _ NR determined eligible district
___ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name ___

DESCRIPTION

Describe the Setting:

Bridge 10014 carries MD 28 (Tuscarora Road) over Tuscarora Creek in the southern part of Frederick County near the Virginia border. MD 28 runs in a generally east-west direction at this location; Tuscarora Creek flows north-south. The bridge is situated in a rural setting characterized by a mixture of fields and wooded areas. No buildings are visible from the bridge. Bridge 10014 is located in the Piedmont physiographic province which features variegated topography where the Chesapeake Bay waterways have cut valleys into the hilly terrain.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge 10014 is a double-span concrete girder bridge with a total length of 51'. Each span measures 23' long and the two-lane roadway is 24' wide with a bituminous concrete surface and 2' shoulders. A steel W-beam guardrail has been attached to the solid concrete parapets which feature five panels, alternating rectangular and square panels, per span.

The superstructure consists of concrete abutments with flared concrete wing walls on the northwest, southwest, and northeast ends and a shorter straight wing wall on the southeast side. A 2' wide concrete pier with a pointed nose upstream supports the middle of the bridge.

Inspection reports indicate that in 1974-1976, the bridge showed signs of cracking and spalling in the wing walls, beams, and abutments. These reports also noted popouts in the girders and fascias, as well as deteriorating drainage devices and build-up in the stream channel. Later inspection reports detail scour at both the east and west abutments, erosion of the east bank and northeast wing wall as a result of the skewed stream channel. The 1994 inspection listed efflorescence, stalactites, spalling, scour at the pier and the northwest wing wall, and silt build-up and erosion. This report also pointed out the severe spalling and separation of the north parapet joint at the pier.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Since the construction of this bridge, there have been no major alterations to the structure.

HISTORY

When Built: 1930
Why Built: Statewide road improvement programs and local transportation needs
Who Built: State Roads Commission of Maryland to 1924 standard specifications
Who Designed: Unknown
Why Altered: N/A
Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Frederick County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Frederick County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation.

Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No, this bridge does not retain integrity of its character defining elements. Recent reports indicate that the structure exhibits severe signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, as well as popouts, efflorescence, erosion, and scour that have compromised the integrity of these elements.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

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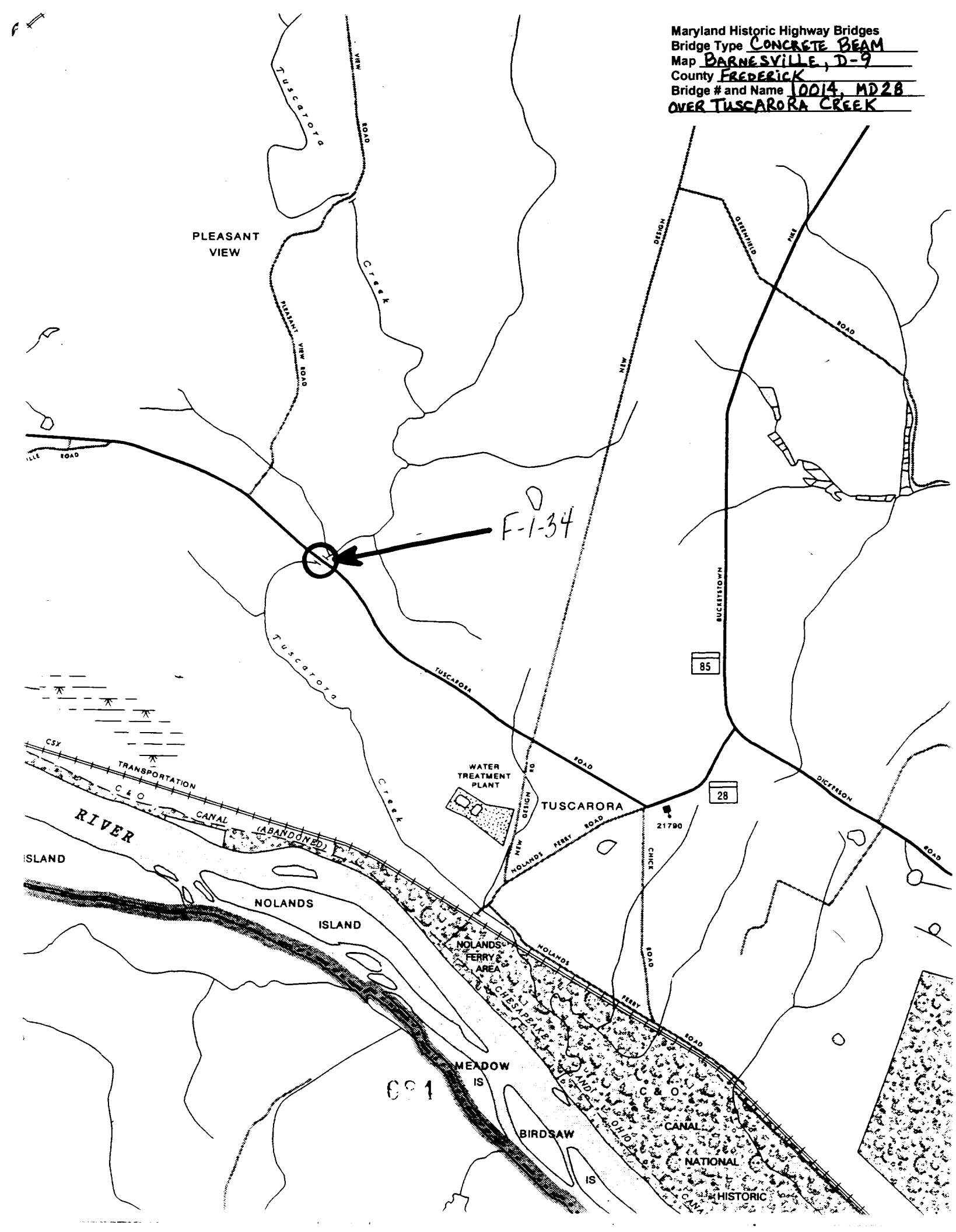
SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055


Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map BARNESVILLE, D-9
County FREDERICK
Bridge # and Name 10014, MD 28
OVER TUSCARORA CREEK
F-1-34
PLEASANT VIEW
PLEASANT VIEW ROAD
TUSCARORA Creek
NEW DESIGN ROAD
GREENFIELD PIKE
BUCKEYSTOWN
TUSCARORA ROAD
85
28
WATER TREATMENT PLANT
TUSCARORA
21790
NOLANDS FERRY ROAD
CHICK
DICKERSON
CSX TRANSPORTATION
C & O CANAL (ABANDONED)
RIVER
ISLAND
NOLANDS ISLAND
NOLANDS FERRY AREA
CHESAPEAKE & OHIO
MEADOW IS
BIRDSAW IS
NATIONAL HISTORIC

Inventory # F-1-34

Name 10014-M028 OVER TUSCARORA CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative ~~SHA~~

Description ELEVATION LOOKING NORTH

Number 19 of ~~369~~ 34

Inventory # F-1-34

10014

Name MD 28 OVER TUSCARORA CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative ~~SHA~~

Description ELEVATION LOOKING SOUTH

Number 2 20 of ~~34~~ 4 34

Inventory # F-1-34

Name 10014- MD 28 OVER TUSCARORA CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIANO
Date 1/95

Location of Negative [redacted]

Description APPROACH EAST

Number 3 22 of ~~36~~ 4 34

Inventory # F-1-34

Name 10014- MD 28 OVER TUSCARORA CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIAND
Date 1/95

Location of Negative ~~SHA~~

Description APPROACH WEST

Number 4 21 of 4 ~~34~~